FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2006-07

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Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2006-01

2005-26-10		Engine Components Inc.	See AD
2005-26-11		DG Flugzeugbau GmbH	Sailplane: DG-800B and DG-500MB
2005-26-12	S 2004-08-13	Burkhardt Grob Luft-Und Raumfahrt Gmbh & Co Kg	Sailplane: G103 Twin Astir, G103 Twin II, G103A Twin 11 Acro, G103C Twin III Acro, and G 103 Twin III SL
2005-26-13	S 2002-22-11	Turbomeca	Engine: Artouste III B, B1, and D turboshaft
2005-26-14		Burkhardt Grob Luft-Und Raumfahrt Gmbh & Co Kg	Sailplane: G103 Twin Astir
2005-26-53	E	Pacific Aerospace Corporation	750XL

Biweekly 2006-02

2001-08-14R1	R 2001-08-14	Turbomeca S.A.	Engine: Arrius Models 2B, 2B1, and 2F
2005-24-10		American Champion Aircraft Corp.	7ECA, 7GCAA, 7GCBC, 8KCAB, and 8GCBC, 7AC, 7ACA, S7AC, 7BCM, 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA, 7FC, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 8KCAB, and 8GCBC
2005-26-53		Pacific Aerospace Corporation Ltd.	750XL
2006-01-05	S 87-12-05	Honeywell International Inc.	Engine: T5309, T5311, T5313B, T5317A, T5317A-1, and T5317B series turboshaft, T53-L-9, T53-L-11, T53-L-13B, T53-L-13BA, T53-L-13B S/SA, T53-L-13B S/SB, T53-L-13B/D, and T53-L-703 series turboshaft
2006-01-11		Cessna	208 and 208B
2006-02-51	E	Raytheon	390

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2006-02-08		Turbomeca	Engine: Arriel 1B, 1D, 1D1, and 1S1
2006-02-12		DG Flugzeugbau GmbH and Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG–100, DG–400, DG–500 Elan Series, and DG–500M
2006-02-51	FR	Raytheon	390

Biweekly 2006-04

2006-02-12	COR	Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-100, DC-400, DG-500 Elan, and DG-500M
2006-03-08		Aero Advantage	Appliance: Vacuum Pumps
2006-03-17		Polskie Zaklady Lotnicze	PZL M26 01

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2006-04-15		Turbomeca	Engine: Turbomeca Artouste III B, Artouste III B1, and Artouste III D turboshaft

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2006-01-11 R1	R 2006-01-11	Cessna	208 and 208B
2006-05-05		MT-Propeller Entwicklung GmbH	Propeller: MT, MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, MTV-24, and MTV-25
2006-06-01		Eurocopter France	Rotorcraft: EC 155B and B1
2006-06-02		Eurocopter France	Rotorcraft: SA-365N, SA365N1, AS-365N2, and SA-366G1
2006-06-06	S 2005-07-01	Cessna	208 and 208B
2006-06-51	E	General Electric	Engine: CT7-8A

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AD No.	Information	Manufacturer	Applicability

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2005-13-09	COR	GROB-WERKE	G120A
2006-06-16		Lycoming Engines	Engine: AEIO–360–A1B6, AEIO–360–A1E6, IO–360–A1B6, IO–360–A1B6D, IO–360–A3B6, IO–360–A3B6D, IO–360–C1C6, IO–360–B1G6, IO–360–C1G6, IO–360–C1E6, LO–360–A1G6D, LO–360–A1H6, O–360–A1F6, O–360–A1F6D, O–360–A1G6D, O–360–A1H6, O–360–E1A6D, O–360–F1A6, IO–360–C1D6, LIO–360–C1E6, LO–360–E1A6d, LIO–360–C1D6
2006-06-17		Turbomeca	Engine: Arriel 1B, 1D, and 1D1 certain turboshaft
2006-07-06		Cirrus Design Corporation	SR20, SR22

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GROB-WERKE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

CORRECTION: [*Federal Register: March 29, 2006 (Volume 71, Number 60); Page 15559; www.access.gpo.gov/su_docs/aces/aces140.html*]

CORRECTION: [*Federal Register: August 23, 2005 (Volume 70, Number 162); Page 49184-49185; www.access.gpo.gov/su_docs/aces/aces140.html*]

2005-13-09 GROB-WERKE: Amendment 39-14146; Docket No. FAA-2005-19473; Directorate Identifier 2004-CE-35-AD.

When Does This AD Become Effective?

(a) The effective date of this AD (2005-13-09) remains July 26, 2005.

What Other ADs Are Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models and serial numbers that are certificated in any category: Model G120A, all serial numbers beginning with 85001.

What Is the Unsafe Condition Presented in This AD?

(d) This AD results from a report that the main landing gear (MLG) may not extend because of contamination or misalignment of the assembly. The actions specified in this AD are intended to prevent the MLG from becoming jammed and not extending, which could result in loss of control of the airplane during landing.

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Remove MLG up-lock hook assembly and replace with the new MLG up-lock hook assembly.	Within 100 hours time-in-service after July 26, 2005 (the effective date of this AD), unless already done.	Follow GROB–WERKE Service Bulletin No. MSB1121–052/2, dated February 14, 2005; and GROB–WERKE Service Bulletin No.MSB1121–060, dated March 7, 2005.

Actions	Compliance	Procedures
(2) Do not install any MLG up-lock hook assembly that is not part number X03-0020-00-00.00/1 (or FAA-approved later part number that supersedes this part number).	After July 26, 2005 (the effective date of this AD).	Follow GROB–WERKE Service Bulletin No. MSB1121–052/2, dated February 14, 2005; and GROB–WERKE Service Bulletin No. MSB1121–060, dated March 7, 2005.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Karl Schletzbaum, Aerospace Engineer, ACE-112, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: 816-329-4146; facsimile: 816-329-4090.

Is There Other Information That Relates to This Subject?

(g) Luftfahrt-Bundesamt Airworthiness Directive D-2004-299R2, dated March 15, 2005; GROB-WERKE Service Bulletin No. MSB1121-052/2, dated February 14, 2005; and GROB-WERKE Service Bulletin No. MSB1121-060, dated March 7, 2005; also address the subject of this AD.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in GROB-WERKE Service Bulletin No. MSB1121-052/2, dated February 14, 2005; and GROB-WERKE Service Bulletin No. MSB1121-060, dated March 7, 2005. The Director of the Federal Register approved the incorporation by reference of these service bulletins in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact GROB-WERKE, Burkart Grob e.K., Unternehmenbereich Luft-und Raumfahrt, Lettenbachstrasse 9, 86874 Tussenhausen-Mattsies, Germany; telephone: 011 49 8268 998 105; facsimile: 011 49 8268 998 200. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2004-19616.

Issued in Kansas City, Missouri, on August 15, 2005.
Terry L. Chasteen,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-16440 Filed 8-22-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-07

LYCOMING ENGINES
AIRWORTHINESS DIRECTIVE
ENGINE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2006-06-16 Lycoming Engines (Formerly Textron Lycoming): Amendment 39-14525. Docket No. FAA-2005-23269; Directorate Identifier 2005-NE-50-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 27, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Lycoming Engines AEIO-360, IO-360, O-360, LIO-360, and LO-360 series reciprocating engines, manufactured new or rebuilt, overhauled, or that had a crankshaft installed after March 1, 1999. These engines are installed on, but not limited to, the following aircraft:

Engine model	Manufacturer	Aircraft model
AEIO–360–A1B6	Moravan	Z242L Zlin
	Scottish Avia	Bulldog
	Valmet	L–70 Vinka
AEIO–360–A1E6	Integrated Systems	Omega
IO–360–A1B6	Aircraft Manufacturing Factory	Mushshak
	Beech	C–24R Sierra or 200 Sierra
	Cessna	R–G Cardinal
	Korean Air	Chang Gong–91
	Lake	LA–4–200 Buccaneer
	Mooney	M–20–J
	Partenavia	P–68 Series Observer
	Saab	MFI–15 Safari or MFI–17 Supporter
	Scottish Avia	Bulldog
	Socata	TB–200
IO–360–A1B6D	Cessna	R–G Cardinal
	Mooney	M–201
	Siai Marchetti	S–205
IO–360–A3B6	Mooney	M–201
	Mod Works	Trophy 212 Conversion

Engine model	Manufacturer	Aircraft model
IO–360–A3B6D	Mooney	M20J–201
IO–360–C1C6	Piper	PA–28R–201 Arrow
	Ruschmeyer	MF–85
IO–360–B1G6	American	Blimp
IO–360–C1G6	Zeppelin	Blimp
IO–360–C1E6	Piper	PA–34–200 Seneca I
LO–360–A1G6D	Beech	76 Duchess
LO–360–A1H6	Piper	PA–44–180 Seminole
O–360–A1F6	Cessna	177 Cardinal
O–360–A1F6D	Cessna	177 Cardinal
O–360–A1G6D	Beech	76 Duchess
O–360–A1H6	Piper	PA–44–180
O–360–E1A6D	Piper	PA–44–180
O–360–F1A6	Cessna	C–172RG Cutlass RG
IO–360–C1D6	Sold as a spare engine.	
LIO–360–C1E6	Sold as a spare engine.	
LO–360–E1A6d	Sold as a spare engine.	
LIO–360–C1D6	Sold as a spare engine.	

Unsafe Condition

(d) This AD results from a crankshaft failure in a Lycoming LO-360-A1H6 reciprocating engine. We are issuing this AD to prevent failure of the crankshaft, which could result in total engine power loss, in-flight engine failure, and possible loss of the aircraft.

Compliance

(e) You are responsible for having the actions required by this AD performed within 50 hours time-in-service or 6 months after the effective date of this AD, whichever is earlier, unless the actions have already been done.

(f) If Lycoming Engines manufactured new, rebuilt, overhauled, or replaced the crankshaft in your engine before March 1, 1999, and you haven't had the crankshaft replaced, no further action is required.

(g) If Table 1 of Supplement No. 1 to Lycoming Mandatory Service Bulletin (MSB) No. 566, dated November 30, 2005, lists your engine serial number (SN), use Table 2 of Supplement No. 1 to verify if your crankshaft SN is listed.

(h) If Table 1 of Supplement No. 1 to Lycoming MSB No. 566, dated November 30, 2005, does not list your engine SN, use Table 2 of Supplement No. 1 to verify if your crankshaft SN is listed, if an affected crankshaft was installed as a replacement.

(i) If Table 2 of Supplement No. 1 to Lycoming Engines MSB No. 566, dated November 30, 2005, lists your crankshaft SN, replace the crankshaft with a crankshaft that is not listed in Table 2 of Supplement No. 1 to Lycoming MSB No. 566, dated July 11, 2005.

(j) The engine and crankshaft SNs listed in Table 1 and Table 2 of Supplement No.1 to Lycoming Engines MSB No. 566 are different from the engine and crankshaft SNs affected by Lycoming MSBs No. 552, No. 553 and No. 566; and ADs 2002-19-03 and 2005-19-11.

Prohibition Against Installing Certain Crankshafts

(k) After the effective date of this AD, do not install any crankshaft that has a SN listed in Table 2 of Supplement No. 1 to Lycoming MSB No. 566, dated November 30, 2005, into any engine.

Alternative Methods of Compliance

(l) The Manager, New York Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(m) None.

Material Incorporated by Reference

(n) You must use Lycoming Engines Supplement No. 1 to Mandatory Service Bulletin No. 566, dated November 30, 2005, to perform the crankshaft replacements required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Lycoming, 652 Oliver Street, Williamsport, PA 17701; telephone (570) 323-6181; fax (570) 327-7101, or go on the Internet at *http://www.Lycoming.Textron.com* for a copy of this service information. You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the Internet at *http://dms.dot.gov*, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued in Burlington, Massachusetts, on March 15, 2006.
Peter A. White,
Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 06-2759 Filed 3-22-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-07

TURBOMECA
AIRWORTHINESS DIRECTIVE
ENGINE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2006-06-17 Turbomeca: Amendment 39-14526. Docket No. FAA-2005-22364; Directorate Identifier. 2005-NE-26-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 27, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Turbomeca Arriel 1B, 1D, and 1D1 certain turboshaft engines, modified to the TU 202 standard. These engines are installed on, but not limited to, Eurocopter France AS350BA, AS350B, AS350B1, and AS350B2 helicopters.

Unsafe Condition

(d) This AD results from one instance of a fractured 2nd stage turbine blade followed by an uncommanded engine shutdown. We are issuing this AD to detect and prevent perforation of the 2nd stage nozzle guide vanes (NGV2) that could cause fracture of a turbine blade that could result in an uncommanded engine in-flight shutdown on a single-engine helicopter.

Compliance

(e) You are responsible for having the actions required by this AD performed at the next shop visit or the next accessibility of the NGV2 after the effective date of this AD, whichever occurs first, but no later than December 31, 2006, unless the actions have already been done.

Inspect NGV2

(f) Inspect the thickness of the material on each NGV2 using the Instructions to be Incorporated of Turbomeca Mandatory Service Bulletin (MSB) No. A292 72 0231, Update No. 5, dated July 22, 2004. Replace the NGV2 if the vane thickness is below the defined criteria.

(g) Inspections carried out before the effective date of this AD, using an earlier update of MSB No. A292 72 0231, are acceptable alternatives to the requirements of this AD.

(h) Information regarding NGV2s that have already had the actions required by this AD done and are exempt from the inspections using paragraph (e) of this AD can be found in MSB No. A292 72 0231, Update No. 5, dated July 22, 2004.

Definitions

(i) For the purposes of this AD the following definitions apply:

(1) A shop visit is defined as introduction of the engine into a shop for the purposes of deep maintenance and the separation of a major mating flange.

(2) Accessibility of the NGV2 is defined as removal of the NGV2 from the engine regardless of the location or reason for removal.

Alternative Methods of Compliance

(j) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(k) DGAC airworthiness directive No. F-2004-088 R1 also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use Turbomeca Mandatory Service Bulletin No. A292 72 0231, Update No. 5, dated July 22, 2004, to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Turbomeca, 40220 Tarnos, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15 for a copy of this service information. You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the Internet at *http://dms.dot.gov*, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued in Burlington, Massachusetts, on March 16, 2006.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 06-2760 Filed 3-22-06; 8:45 am]

BILLING CODE 4910-13-P

BW 2006-07

CIRRUS DESIGN CORPORATION
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2006-07-06 Cirrus Design Corporation: Amendment 39-14533; Docket No. FAA-2005-23023; Directorate Identifier 2005-CE-49-AD.

Effective Date

(a) This AD becomes effective on May 11, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial Nos.
SR20	1005 through 1581.
SR22	0002 through 1643 and 1645 through 1662.

Unsafe Condition

(d) This AD is the result of reports of fuel line leaks resulting from wire chafing on the fuel lines. The actions specified in this AD are intended to detect, correct, and prevent damage to the fuel line and wire bundles, which could result in fuel leaks. This failure could lead to unsafe fuel vapor within the cockpit and possible fire.

Compliance

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Inspect the fuel line and wire harness for any chafing damage.	Within the next 50 hours time-in-service (TIS) after May 11, 2006 (the effective date of this AD).	Follow Cirrus Design Corporation Service Bulletin SB 2X–28–04 R1, Issued: November 1, 2005, Revised: November 14, 2005.
(2) If any chafing damage is found as a result of the inspection required by paragraph (e)(1) of this AD: (i) Replace any damaged fuel line; and (ii) Repair any damaged wires or sheathing of the wire harness	Before further flight after the inspection required by paragraph (e)(1) of this AD.	Follow Cirrus Design Corporation Service Bulletin SB 2X–28–04 R1, Issued: November 1, 2005, Revised: November 14, 2005.
(3) Install the following: (i) Forward loop clamp; (ii) Fuel line shield; (iii) Aft loop clamp; and (iv) Anti-chafe tubing	Within the next 50 hours time-in-service (TIS) after May 11, 2006 (the effective date of this AD).	Follow Cirrus Design Corporation Service Bulletin SB 2X–28–04 R1, Issued: November 1, 2005, Revised: November 14, 2005.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Chicago Aircraft Certification Office (ACO), FAA, ATTN: Wess Rouse, Aerospace Engineer, ACE-117C, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Room 107, Des Plaines, Illinois 60018; telephone: (847) 294-8113; fax: (847) 294-7834, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(g) You must do the actions required by this AD following the instructions in Cirrus Design Corporation Service Bulletin SB 2X-28-04 R1, Issued: November 1, 2005, Revised: November 14, 2005. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Cirrus Design Corporation, 4515 Taylor Circle, Duluth, Minnesota 55811; telephone: (218) 727-2737 or on the Internet at *http://www.cirrusdesign.com*. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2005-23023; Directorate Identifier 2005-CE-49-AD.

Issued in Kansas City, Missouri, on March 20, 2006.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-2982 Filed 3-29-06; 8:45 am]
BILLING CODE 4910-13-P